

MASON'S



# Hongkong Daily Press.

ESTABLISHED 1857

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### TIME-TABLE.

WEEK DAYS			
7.00 a.m.	8.00 a.m.	every 15 minutes	
8.00	9.30	"	10
9.30	11.00	"	15
11.30	12.30 p.m.	"	15
12.30 p.m.	2.30	"	15
2.30	3.00	"	15
3.00	8.10	"	10

Night Car—9.30 p.m.  
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SUNDAYS			
7.00 a.m.	10.30 a.m.	every 15 minutes	
10.30	11.00	"	10
11.30	12.00 noon	"	15
12.00 noon	1.00 p.m.	"	10
1.00 p.m.	5.30	"	15
5.30	6.00	"	10
6.00	8.30	"	15
8.30	8.10	"	10

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## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after TUESDAY, NOVEMBER 2ND, 1920, until further Notice.  
(All previous Time Tables cancelled.)

DOWN TRAINS									
Stations	No. 8 A. Local.	No. 8 Through Express.	No. 9 Local.	No. 11 Local.	No. 13 Through Express.	No. 11 Local.	No. 8 B. Local.	No. 11 Local.	
CANTON (at the end)	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	
HESS LANE	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	
WHEAT CREEK	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	
Shenandoah	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	
Palmer	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	
Two Rivers	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	
Palmer	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	
Shenandoah	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	
Wheat Creek	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	
HESS LANE	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	

UP TRAINS									
Stations	No. 4 Local.	No. 6 Through Express.	No. 8 Local.	No. 10 Local.	No. 14 Local.	No. 16 Through Express.	No. 14 Local.	No. 6 Local.	No. 4 Local.
East Ferry	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15
Wheat Creek	6.25	6.40	6.55	7.10	7.25	7.40	7.55	8.10	8.25
Shenandoah	6.35	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35
Palmer	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45
Two Rivers	6.55	7.10	7.25	7.40	7.55	8.10	8.25	8.40	8.55
Palmer	7.05	7.20	7.35	7.50	8.05	8.20	8.35	8.50	9.05
Shenandoah	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15
Wheat Creek	7.25	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
HESS LANE	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35
Wheat Creek	7.45	8.00	8.15	8.30	8.45	8.60	8.75	8.90	9.05
HESS LANE	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55
CANTON (at the end)	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05



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TUESDAY, January 25th	The Greatest Play of the decade "EYES OF YOUTH"
WEDNESDAY, January 26th	A scrutiny from the rise to the fall of the curtain "NIGHTIE NIGHT"
THURSDAY, January 27th	The Dramatic Triumph "THE LION AND THE MOUSE"
FRIDAY, January 28th	The Farce that made the Denniston's famous "UP IN MABEL'S ROOM"
SATURDAY, January 29th	The Hit of 1920 "PLEASE GET MARRIED"

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## THEATRE ROYAL

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## RAILWAY FINANCES AND THE NORTH CHINA FAMINE.

[BY W. H. DONALD.]

Political news in China has given way entirely as the extent and degree of famine conditions have become better known. Apparently the monumental work of Hoover in stricken Belgium must be surpassed in China during the coming winter, or a population greater than that of Belgium will perish. By the few people who know, the situation has been viewed with anxiety all summer. First the spring crop withered just before it should have filled, due to lack of moisture. Then the summer crop either could not be planted, or else soon shrivelled from the drought and hot winds. Locusts in some localities even took the little green that was left. But still, the proverbial luck of China was depended upon to bring late rains which would mature sweet potatoes and buckwheat enough to get over the winter. But in the late fall this hope faded, and a region roughly three hundred miles north of the Yellow river and one hundred miles south of it, and extending from close to the east coast westward, no one quite knows how far, is without food for man and beast, and without seed for next year's planting. Approximately forty million people are known to be affected. Twenty-five million are in dire straits, and at least ten million will perish if relief measures of heroic proportions are not forthcoming now that the cold weather has set in. Lack of communications has prevented knowledge of conditions in other regions, and whole villages have started migratory movements which merely lead them to another stricken district and back to the home soil to die.

What this means to the business of North China is vaguely felt, but probably is not widely realized. The prices of food are no longer double that during normal conditions in every town of North China. What it will be next year, with no farmers to plant a crop may be imagined. If rural China starves this year urban China starves next year. The vast population of craftsmen, merchants, porters, etc., who live upon the commerce of the country, depend upon the purchases of the rural community as a foundation. With no rural buyers of their wares, the industrial and commercial interests of North China will have scant means for purchasing food supplies abroad, and still less for buying the usual articles of imported luxury. Unless the famine can be effectively countered, North China as a factor in the world's commerce drops to the vanishing point.

International finance also comes in for its toll. Some \$300,000,000 of mortgaged bonds on Chinese Government railways are held abroad. The man who got blood from a turnip will have to be brought to China to get the interest on these bonds out of the earnings of the railways. Nor will likin or maritime customs securities be of much avail, if trade stops. The ravages of the Taiping rebellion were not more appalling than will be the effects of this famine, if nothing be done to meet it.

FAMINE'S EFFECT ON RAILWAY REVENUE.  
In 1918, the gross operating revenues of Chinese Government railways were in round numbers \$77,600,000. When revenues derived from Government service, and similar items are subtracted, the actual commercial revenue is left at about \$70,100,000 even. Of this, \$25,000,000 was passenger revenue and \$45,000,000 goods revenue, leaving \$5,000,000 to come from several miscellaneous sources. Out of this \$40,000,000 of goods revenue nearly \$20,000,000 came from agricultural and animal products. What will happen both to passenger revenue and to revenue from agricultural products next year is plain to be seen. What effect this will have upon the ability of the railways to meet their interest obligations follows as night the day. To be sure the traffic in agricultural products on lines like the Peking-Mukden Railway and the Shanghai-Nanking Railway, which run from regions of plenty to regions of want, will be heavy for there is still a considerable purchasing power in these districts. The traffic in live animals is heavy now. In a few weeks practically every animal in the stricken districts will have been sold for a tenth of its normal value and shipped out. Traffic in 1920 will hold up—but what about 1921?

The Peking Government is making every effort to meet the serious situation. It has ordered reductions in grain rates from the food producing points to famine points and increases in the opposite direction. It has shipped considerable amounts free. Government officials in their private capacity are organizing vast relief committees to which they are contributing liberally. Action in this private way will be more swift and efficient than by Government agents as much red tape will be eliminated. And a degree of co-operation with foreigners—even foreign supervision—will be possible, which the Government, as such, would not consider safe. The Ministry of Communications has issued orders for collecting an additional surtax on passenger and goods traffic, the funds to be used in organizing industrial relief work in river conservancy and road building.

Almost over night, the minds of all people have turned to the subject of public works as a means of alleviating the distress and at the same time achieving something substantial. Though not formally decided upon, there is little doubt that the method of operation will be the division of the population into two classes—able bodied and helpless. The able bodied, of both sexes, will be assembled upon jobs of public work, such as river dikes, highway construction, railway building, and irrigation projects. Grain will be purchased by a centralized agency financed by the combined funds of all relief organizations. Food kitchens will be established at the works and in villages where the helpless will be concentrated.

(Continued at foot of next column.)

## MOTOR ACCIDENT IN JAPAN. TWO FOREIGNERS KILLED.

The plunge of an automobile over a cliff on the road from Yokohama to Atami on the night of December 30th cost the lives of two foreigners on a New Year holiday trip. The victims were Mr. and Mrs. E. Ter Keverkoss, since last July residents of Yokohama. Mr. Ter Keverkoss was an Armenian merchant and the couple had been living at the Grand Hotel. Mr. and Mrs. Ter Keverkoss left about 3 o'clock on the Thursday afternoon to drive in their own car to Atami to spend the New Year holidays. They were driven from Yokohama to Odawara by a Japanese chauffeur. At Odawara, however, the chauffeur, learning that the road to Atami, which runs along the shore, at most places on the edge of a cliff, was unusually bad, refused to go further that night. Mr. and Mrs. Ter Keverkoss, it seems, were insistent upon getting to Atami for the night, so Mr. Ter Keverkoss decided to drive the rest of the way himself. He secured the services of a ricksha man as a guide and left Odawara a little after 8 o'clock. The bodies were found at the bottom of the cliff near the village of Katsura, about 3 miles from Odawara, the next morning. The ricksha man, unconscious, was still alive and is expected to recover.

## FAMINE RELIEF. HUNDREDS DYING DAILY. HAGGLING OVER LOAN TERMS.

The famine relief delegates from Shanghai were entertained at a reception, at the Anglo-American-Chinese Club, at Tientsin, on the 7th inst. Replying to speeches of welcome, the delegates described their journey, by way of Haikowfu, Kailengfu, Chengchow, Pekingfu, etc. They said the conditions were even worse than they had been led to expect. In Western Hunan the sufferings of the people were much aggravated by the depredations of brigands, while in Chihli many were already dying of starvation.

One priest informed the delegates that in his district alone there had been at least 800 deaths from starvation up to the present, while in another village near Pekingfu four or five persons were dying daily.

The delegates saw the British and American Ministers in Peking, who stated that the \$4,000,000 famine loan was ready, and only awaiting the settlement of the terms, while the Minister of the Interior, on being interviewed, told them also that he had not yet been able to come to an agreement on the terms. The delegates thereupon sent a petition to the Government, asking that the Peking Society, asking that the loan should be concluded as speedily as possible.

Each class will be put on a ration, and will have food tickets issued to them by the directors in charge, which tickets will be surrendered to the food kitchens. The able bodied will secure their tickets only by the performance of a maximum amount of work. Food tickets will be carefully checked up against issues of grain to any kitchen, moved, rock broken, masonry in place, etc. In this way, famine will be stretched to the limit in the way of relief, and at the end of the season, it is thought that improvements worth every dollar that has been expended will stand to show as a clear gain.

RAILWAY CONSTRUCTION.  
The Ministry of Communications has authorized the building of two short railways, as a beginning. One of these is the line from Shihchia-chuang to Tangchow, which will serve to connect the provinces of Shansi with Tientsin more directly, and will pass through one of the worst famine districts. Another will be the line from Chefoo to a connection on the Shantung line, probably at Weihien. At the same time, work is to be pushed on the extension of the line now building toward Suifu on the Mongolian border. It is sincerely hoped that funds will shortly be available from the Dutch-Belgian loan for the continuance of work on the Lung-Hai line for this also traverses a famine district.

The Siemens-Carey Grand Canal project is another but the hesitation of New York financiers stands in the way of its imminent development. Several other railway contracts have been lying quiescent for some years, which ought to be awakened to activity in this emergency. Some of these are held by financial interests whose investments in other lines in China are in jeopardy from the famine. It is not a matter of mere friendship, it is good business to put into these constructive enterprises every dollar which is necessary to keep alive this vast rural population in North China.

The Four Nation Group has built the Canton-Hankow railway as far as Chuchow, and there it stops with a relatively short gap to be spanned in order to make it a through line. The Four Nation Group is under solemn obligations to complete this line. Every day of delay adds to the deficit which is mounting like a rolling snowball. Why can't this combined group muster the relatively small amount which would set that work in motion?

There is every reason in the eye of justice and fairness that demands immediate action from the various foreign capitalists for the advancing of funds to start the construction work, because China's loss runs into millions in the form of interest payment and maintenance expenses on the lines upon which no work has been done since the Great War began. The Far Eastern fortnightly.

## A YEAR OF ECONOMIC TURMOIL. JAPANESE PAPER'S SURVEY.

Reviewing the economic situation in 1920, the Asahi says to the following effect: "Japan began the ninth year of Taisho in uncertainty and finishes it with no assurance of stability. In the first quarter of the year cotton yarn and raw silk were exceedingly prosperous, while land and spinning companies also displayed great activity. However, this prosperity and activity themselves were abnormal, and there was a distinct likelihood of a great disaster occurring, in consideration of the state of affairs since the end of last year, and the excess of imports. Sure enough, Japan's economic circles were assaulted by an unprecedentedly serious crisis last April, and a historian would not have hesitated to diagnose it as an acute disease of the economic body. It goes without saying that the germ of the disease lies in the intemperance of commercial habit during and after the war.

With the approach of the year-end, many problems which were left in abeyance have come to an end, though in an unsatisfactory way, among them being the postponement of enforcing the United States Shipping Bill, the withdrawal of the embargo on Manchurian agricultural products, the dissolution of the Cotton Yarn Syndicate, the adjournment of the proposed shipping amalgamation and the readjustment of the Seventy-fourth Bank. In this way, it would seem that the economic world in Japan, the condition of which is very changeable, has found a means at least to hold out. We often see that when a patient becomes convalescent he finds his physical functions renewed and becomes more healthy than he was before the attack of the disease. Will the Japanese economic world recover day by day until it returns to a condition better than before its sickness? Putting together various recent reports, it seems that the European and American economic world are deteriorating more rapidly than ever, and while the British economic world has but a shadow of its former robustness, the collapse of banks in London, the great decrease in the demand for general commodities, and the rapid increase in unemployment portend a worldwide panic and the suspension of various undertakings. The rapid increase of unemployment, and the dark clouds over the commodity market are as prevalent even in America. Now is a most important time, therefore, and Japan should be attentive and cautious. "A condition disagreeable to our merchants, who got into rash and indulgent habits during the days of the so-called boom—a matter of great regret for the sake of the future of our economic world."

Furthermore, the authorities, notwithstanding their estimate of ¥220,000,000 having failed and the excess of imports showing a figure of nearly ¥400,000,000, are still foolishly optimistic, and encourage the nation, only to mislead them into a more wretched condition, though it may be that they excuse themselves from false pride. The nation have rowed their ship blindly in conformity with the orders of the authorities who are at the helm, and run it on a reef. The Japanese economic world now struggling blindly amid the fog of a worldwide depression is still unaware of the existence of imminent danger. The nation underestimates its precious experience gained at great cost in the ninth year of Taisho. It must endeavor to understand its lessons if it would enjoy a prosperous new year."

Japan Chronicle.

## THE RUBBER SLUMP.

### A SINGAPORE BANKRUPTCY.

Messrs. Low How Kim & Co., one of the biggest business firms in Singapore, trading at 15-16 South Canal Road, came up for public examination last week, in the Bankruptcy Court, at Singapore, before Mr. Justice Barrett-Lennard. Debtor, giving evidence on oath, said prior to the slump in rubber he was worth a million and a half dollars and he now owed over two and a half million dollars.

Examined by the Official Assignee, Low Long Teng, aged 50, said that he had been in the Colony for over 30 years. At first he helped his father in his business and later on carried on three businesses all in the same premises.

The following extract is taken from the report of the debtor's examination:—

"How much did you lose on standard rubber and how much on the other? Altogether I lost two million on standard rubber and one million, six hundred thousand on the other."

As a matter of fact the standard rubber was largely a game of—No, a speculation. You never saw the rubber and you never expected to see it—I never saw the rubber.

You say it was not a gamble?—There is no certainty in business. Did you buy through brokers?—Yes, sometimes guaranteed brokers and sometimes not.

You both bought forward and sold forward?—Yes, both.

In your case you bought forward more than you sold forward?—Yes.

What is the difference you over bought?—About six or seven times more forward than I sold forward.

I suggest it is nearly ten times, nearly 95 per cent.—About that, and on a falling market.

You must have been certain that rubber was going to improve in price?—Expected that the market would improve.

Added you knew that other people did not expect it?—Business men have different ideas.

## CHINA AND THE ANGLO-JAPANESE ALLIANCE.

### QUESTION TO BE TAKEN UP WITH LONDON AND TOKIO.

PEKING, January 8th.  
According to semi-official information, the Chinese Commercial Guilds in the United States and Great Britain have petitioned Dr. Wellington Koo, now Minister to Great Britain, requesting him to pay special attention to the proposed renewal of the Anglo-Japanese Alliance between London and Tokio and also to lay the Chinese viewpoints before the British Government for consideration. The Chinese petitioners say that since the war, all the Japanese aggressions towards China have been caused by the existence of the rather unnatural Alliance and they say that unless the British Government can advise its Ally to abrogate the twenty-one demands or greatly modify them and also to settle the Shantung question with China on just, reasonable and friendly lines in accordance with the popular wishes of the Chinese Republic, the vast majority of the Chinese oppose the renewal of the Alliance chiefly because China is the worst sufferer of its consequences in the Far East. Further, Chinese reports from London and Washington indicate that Sir John Jordan and other officials who are considered to be experienced in Far Eastern affairs have been appointed members of a special committee by the British Foreign Office for the discussion of the various points in connection with the renewal or non-renewal of the Anglo-Japanese Alliance since the Alliance must be renewed or rejected before July this year. Dr. Wellington Koo has assumed his duty in London on account of the termination of the League of the Nations Conference in Geneva and it is believed that he will take up this question with the British Foreign Office shortly, especially as the Chinese Government and people object to the existence of such phrases as the "preservation of the territorial integrity and political independence of China" in the Alliance without China's previous concurrence. But on the other hand, there is a report that in order to meet the wishes of Japan who invariably favours direct negotiations or pourparlers between China and Japan in matters concerning their mutual interests without unnecessary foreign mediation or intervention, the Chinese Government is going to take up the question with Tokio about the abolition or at least modification of the twenty-one demands of 1915, with the possible exception of the prolonged lease of Dairen and Port Arthur and other Japanese privileges in South Manchuria, as a preliminary step to the restoration of Kiauchow to China by Japan.

Mr. Hu Wei-teh has been instructed to sound the views of the Hare Cabinet towards the Twenty-one Demands Treaty. —Asiatic News Agency.

## WHERE WOMAN RULES. CHINESE PETTICOAT GOVERNMENT.

There is an old saying to the effect that "The hand that rocks the cradle rules the world."

This proverb should be borne in mind by those who are responsible for the suggestion that Chinese lads should be encouraged to seek education in this country, with a view to their becoming propagandists in Great Britain's cause upon their return to their native land, for if the adage quoted is true of the West it is doubly true of the Far East.

If you want to see Woman at her best you must go to China, says Raymond Radcliffe in the New Witness. Here in a civilisation many thousands of years older than that of Europe, woman has had time to perfect her guile and completely obliterate any suspicion in the mind of the male that he is being fooled.

The Chinese woman has no call for beauty, for she has had so many centuries experience of men that she no longer needs its aid. Her sweet expression is one of complete submission. "I am your slave," she appears to say. That is her diplomacy. She is not, but she knows that the male is vain and wants to appear the master. The "I love you" woman is all very well on the stage, but the "please don't" wins all the time.

REASON WHY.  
The Chinese woman likes polygamy because, if she is a first wife, she gets the secondary wives to do more of the housework than she does herself. Do not think that all Chinese are polygamists. The number of wives must depend on the capacity of the male to support them. The average Chinaman is poor and, therefore, can only afford a single wife.

A magistrate who wished to make his portion of Peking as proper as possible, said, "I will insist upon all girls wearing skirts, and upon the gate of the park was placed a notice to this effect: 'No girls came to the park for two days. Then the Mandarin had to admit that he was beaten. A park without girls was a wilderness. He withdrew the notice, and the trousers were tighter and more transparent than ever."

The Chinese woman rules and allows the man to imagine that he is the ruler.

## SOLVING THE HOUSING PROBLEM!

An ex-soldier seized a Beigato house, a large empty mansion, the property of the Beigato Corporation and formally notified the Town Clerk that he had taken possession with his wife, seven children and two landlady of furniture.

200 Finisbury unemployed marched in military formation to a public library, queued all those present, locked the doors and posted pickets outside. Arrangements made with the Council later allowed the unemployed the free use of a room in the basement.







## NEW ADVERTISEMENTS

## NOTICE

**WANTED KNOWN.**—Booking opens at Moutrie's to-morrow morning, at 9 o'clock, for Madame Lottie Gordon's Grand Charity Concert, to be held on Saturday next, at 9.15 p.m. 243

## HONGKONG ST. ANDREW'S SOCIETY.

**THE ANNUAL ROBERT BURNS ANNIVERSARY DINNER** will be held at the HONGKONG HOTEL on TUESDAY, JANUARY 25th, at 8 o'clock, p.m.

Members desiring to attend are requested to communicate with the undersigned.

Cost of Dinner will be \$3.00 per head, exclusive of wine.

T. W. HILL,  
Hon. Secretary.

HONGKONG ST. ANDREW'S SOCIETY,  
Hongkong, January 17th, 1921. 245

## LADIES' GOLF.

**A CAPTAIN'S CUP** for 1921, has been presented by Mrs. Crawford which will be played for in January, February, March, April, November, and December, over the Old Course, Fanning, and in May, June, July, August, September and October, over Deep Water Bay Course. Conditions: Medal Play. The 18 Monthly Winners to compete for the Cup in match play at the end of the year. The first prize at Fanning will be on FRIDAY, JANUARY 25th, and thereafter on the last Tuesday of every month. 246

## ST. STEPHEN'S GIRLS' COLLEGE BUILDING FUND.

The following further subscriptions to the above fund have been duly received with thanks:—

Per Sir Robert Ho Tung:—

Hon. Mr. Ho Fook (with 1st and 2nd sub. \$1,000, total \$2,500).....\$1,500.00

Per Mr. Ho Wing:—

Mr. Chan Tin Shan.....200.00

Mr. Ho Wing.....500.00

Mr. Ho Kom Tong.....1,000.00

Mr. Chan Yu Ting.....500.00

Per Mr. Mok Kon Shang:—

Mr. Tsiot Kung Po.....2,000.00

Amount acknowledged.....\$3,700.00

\$35,769.59

Kwok Sir Lau,  
Hon. Treasurer.

247

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM KOBE & MOJI.

## THE Steamship

"LAISANO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 23rd Jan. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, January 17th, 1921. 247

## ST. ANDREW'S CHURCH MEN'S ASSOCIATION.

## MARATHON RACE.

TO be held under the auspices of the above Association on THURSDAY, FEBRUARY 10th, at 4 p.m.

To be run in Kowloon, distance about 7 miles (Route to be announced later).

**SILVER TROPHIES.**—1st, 2nd, and 3rd. Open to all Europeans of the Colony.

Entrants to be nominated by a Member of the Association. All applications for entry to be sent to the undersigned.

D. J. PURVES,  
Secretary, Sports Committee,  
c/o JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, January 17th, 1921. 241

## NOTICE.

IN consequence of our chop and the signature of our Manager having recently been forged on cheques for the purpose of obtaining money from a bank, we have ceased using the principal chop hitherto used by us and from and after the 9th January, 1921 and until further notice we will use the chop described hereunder to which the attention of those banks and firms who have business transactions with us is respectfully directed:—

(1) The principal chop: Square in shape with floriated border.

(2) A chop for endorsing cheques and bills: oblong in shape with floriated border and the characters 收票 (Chop for receiving bills of exchange).

(3) A chop for shipping bills, of lading, delivery orders and reports or applications to be made to the Imports and Exports Office, and Customs: oblong in shape with floriated border and the characters 船貨報關圖章 (Chop for shipping bills of lading, delivery orders and reports or applications to be made to the Imports and Exports Office, and Customs).

(4) A chop for shipping bills, with a plain border cylindrical in shape with the characters 見票印 (Chop for accepting bills).

YUEN SENG FAT,  
(Signed) TSOI KIT SHI,  
Manager.

No. 36, Bonhom Street West.

6th January, 1921. 218

## INTIMATIONS

## CHINESE CUSTOMS NOTIFICATION.

UNDER instructions from the Inspector General of Customs the collection of SURTAX for Famine Relief (Notification of 18th December, 1920) is postponed until further notice.

W. G. LAY,  
Commissioner of Chinese Customs,  
Kowloon and District.

B/O Inspector General of Chinese Customs,  
York Buildings,  
Hongkong, January 14th, 1921. 242

## NOTICE.

THIS is to inform the General Public that I, the undersigned, have not given any authority to any person or persons to sign my firm's name of JOSEPH BROS. or my own Private Name.

EDWARD MENASHI JOSEPH,  
Hongkong, January 10th, 1921. 203

## NOTICE.

I beg to inform my numerous patrons that I have this Day Opened a Branch of my HAIR DRESSING SALOON at No. 13, Lee House Street. My present Saloon at the Old Post Office Building will continue as heretofore.

K. KUSANO,  
Barber.

Hongkong, January 10th, 1921. 198

## THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, JANUARY 25th, 1921, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED on WEDNESDAY, JANUARY 19th, to FRIDAY, JANUARY 25th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 219

## THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, JANUARY 25th, 1921, at 11.40 a.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED on WEDNESDAY, JANUARY 19th, to FRIDAY, JANUARY 25th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 219

## THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, JANUARY 25th, 1921, at 11.50 a.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED on WEDNESDAY, JANUARY 19th, to FRIDAY, JANUARY 25th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 220

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, JANUARY 25th, 1921, at 12 o'clock noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED on WEDNESDAY, JANUARY 19th, to FRIDAY, JANUARY 25th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 221

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Secretary.

Hongkong, January 12th, 1921. 222

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Hongkong, January 12th, 1921. 223

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Hongkong, January 12th, 1921. 224

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MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 225

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By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, January 12th, 1921. 226

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MOWBRAY S. NORTHCOTE,  
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Hongkong, January 12th, 1921. 227

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Secretary.

Hongkong, January 12th, 1921. 228

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By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for

Box No. P. Q. AD. AP. AW. BF. BO. BR. 243

## TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 18 to 19, Connaught Road Central (with use of lift).

Apply to— "A. B." Care of Daily Press Office. 134

## TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor.

Apply to— ROOM No. 1. Care of Daily Press Office. 131

## TO LET.

SIX-ROOMED HOUSE, Furnished, in Kowloon, for 8 or 9 months from Middle of March.

Apply— Box No. 1981. Care of Daily Press Office. 131

## WANTED.

HOUSE on Lower Levels about April.

Box 239. Care of Daily Press Office. 239

## WANTED.

FOR 6 months from April or May FURNISHED HOUSE on the Peak.

Apply— ALLAN KEITH, SHEWAN TOMES & Co. 233

## WANTED.

ON long or short lease from FEBRUARY: Five or Six ROOMED FURNISHED HOUSE, Peak District preferred.

Apply— Box No. 133. Care of Daily Press Office. 135

## WANTED.

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites tenders for Designing and Building a New Steel Bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to NOON of JUNE 30th, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules and specifications can be obtained from the following Offices:

Peking—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.

Foreign—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with 25.

PEKING-HANKOW RAILWAY ADMINISTRATION. 130

## BILLIARDS.

HO KUM TONG CUPS.

ENTRIES for the BILLIARD HANDBALL CAP for the Four beautiful Cups presented by Mr. Ho Kum Tong and to be played for at the PALACE HOTEL, Kowloon, will be closed on 20th January, 1921.

1st Prize, Cup valued at \$200.00.

2nd Prize, Cup valued at \$100.00.

3rd Prize, Cup valued at \$50.00.

Highest Break Cup valued at \$50.00.

Entrance Fee of \$3.00 will be devoted to charities.

Intending competitors who have not paid their Entrance Fee on the night of drawing will be struck out.

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## WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on X.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at—

Messrs. Lane & Crawford.

Kelly & Walsh.

Moutrie.

Wm. Powell, Ltd.

The Hongkong Club.

Hongkong Cricket Club.

Club Lusitano.

Engineers Institute.

Victoria Recreation Club.

Kowloon Cricket Club.

Peak Club.

Club de Reunion.

Craigswater Club.

M. J. BREEN,  
Hon. Secretary.

War Memorial Committee.

Hongkong, December 15th, 1920. 129

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1920.

With Index, Price \$1.50.

On sale at the HONGKONG DAILY PRESS Office.

## INTIMATION

## WHISKIES OF DISTINCTION

## WATSON'S E

A blend of the finest Whiskies

distilled in Scotland—

mild and mellow.

## OLD VAT No. 4.

A fine mellow Scotch Whisky.

## GILBEY'S

## SPEY ROYAL

A fine old liqueur Scotch

Whisky.

## SOLE IMPORTERS.

## A. S. WATSON &amp; CO., LTD.

ESTABLISHED 1841. Phone 618.

11

## MARRIAGE.

BAKER—HURLEY.—At Shanghai, on January 11th, EVELYN CATHERINE HURLEY, to WILLIAM PALMER BAKER.



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SHIPPING DEPRESSION.  
STRIKING REDUCTION IN  
FREIGHT.

LONDON, January 17th.

There are plentiful signs of extreme depression in shipping. The recent heavy fall in freights is illustrated by the quotations for the carriage of coal from the United States to Rotterdam which is now \$4 a ton, as compared with \$22 a ton a year ago.

Responsible Dutch shipowners say that the actual cost of transportation is \$6 a ton.

It is surmised that owners prefer to keep their ships at sea to incur loss temporarily in the hope of obtaining better freight in the early future, instead of swelling the large number of vessels already laid up in port.

In the meantime, the Houlder Line has cancelled the construction of two steamers, owing to the heaviness of the building costs.

PACIFIC LINER'S TOWAGE  
FEAT.FIFTEEN HUNDRED MILES IN  
STORM.

LONDON, January 17th.

The greatest long-distance towage feat on record has been accomplished by the 4,500-ton Pacific liner *Huancho*, which responded to an "S.O.S." in mid-Atlantic from the *British Peer*, 4,900-ton, which had lost its propeller in a gale. The *Huancho* brought the *British Peer* 1,561 miles to Barrow amid most stormy conditions necessitating the most skilful manoeuvring.

## NORWEGIAN LABOUR PARTY.

MAJORITY OPPOSE MOSCOW  
INTERNATIONALE.

CHRISTIANIA, January 17th.

The Norwegian Labour Party has definitely split. The majority of the members have joined a new party called the Norwegian Social Democratic Labour Party who oppose the principles of the Moscow Internationale.

NOBEL PEACE PRIZE.  
ANNOUNCEMENT AT PARIS  
ACADEMY.

PARIS, January 16th.

A Havas message says:—  
At to-day's sitting the Academy of Sciences was informed by its President that the Swedish Academy has awarded the Nobel Prize for Peace to M. Leon Bourgeois, this being the fourth time that the prize is awarded to a French citizen.

THIRD TEST MATCH.  
ENGLAND'S GOOD FIRST  
INNINGS.

ADELAIDE, January 15th.

The third test match was begun on January 14th.

Australia made 234 runs in the first innings, Collins contributing 162 and Oldfield 50.

Perkin took 5 wickets for 60.

England compiled 147 runs in the first innings, Russell's score being 136 unfinished. Wooley made 78, Makepeace 60 and Douglas 60.

Australia, in the second innings, has so far made 71 for 3 wickets.

LONDON'S AERIAL WAYS.  
NEW FOKKER MONOPLANES TO  
BE USED.

LONDON, January 17th.

It is proposed in Spring to use for a regular London to Amsterdam air service with connections to Germany, Denmark and Sweden a fleet of wooden-winged Fokker monoplanes, now being built in the Fokker Company's works in Amsterdam. Each machine is capable of carrying seven passengers.

## EARLIER CABLES.

## AERIAL FEAT.

1,100 MILES IN 10½ HOURS.

MEISSAUNE, January 15th.

The airman De Garis, with a pilot, flew on D.H.4 to Meissau from Brisbane, making three landings en route. He covered 1,100 miles in ten and a half hours.

## FOREIGN POLICY OF FRANCE.

## M. LEON BOURGEOIS' ASSURANCE.

PARIS, January 14th.

A Havas message says:—

On re-election to the presidency of the Senate, M. Leon Bourgeois, in a speech, outlined France's foreign policy, stating that it threatens neither any other nation's legitimate interest nor right in the whole world. France fought for liberty and right. France in peace is still embodying for all peoples liberty and right. When France is insisting upon the necessity of treaties being carried out and ruins and disorder in her devastated provinces being made good, it is again every nation's right that she is vindicating.

## NEW FRENCH CABINET.

## VIEW OF PARTIES IN CHAMBER.

PARIS, January 14th.

A Havas message says:—

According to *Le Temps*, a delegation representing the various parties in the Chamber of Deputies called on President Millerand to express the wish that the new Ministers should not be selected among members having compromised in any way with parties upholding revolution and social disorder.

## M. PERET'S RECOMMENDATION.

PARIS, January 15th.

A Havas message says:—  
Although having ceased endeavouring to form himself a Cabinet because of his inability to secure the adhesion of men whose co-operation was, in his opinion, indispensable to the cohesion and the duration of the future Cabinet, M. Peret continued approaching various persons likely to help. M. Peret then called on President Millerand to whose choice he recommended either M. Poincare or M. Briand as the head of the future Cabinet. Shortly afterwards M. Briand was asked to call at the Elysee Palace where he had an interview with President Millerand.

## PROSPECTS OF NEW CABINET.

LONDON, January 17th.

The new French Cabinet, though regarded as unequal as regards the political quality of the personnel is nevertheless summed up as a workman-like team likely to obtain strong support in the Chamber.

This is M. Briand's seventh Ministry since 1909.

As the first Socialist Premier, he acted drastically when faced with a revolutionary labour crisis. His most vigilant critic will probably be the ex-President M. Poincare, who declined to take any portfolio but that of Foreign Affairs in the course of M. Peret's abortive efforts to form a cabinet, on the ground of the supreme importance attached to the integral application of the Versailles Treaty.

## EARLIER CABLES.

## POLICY OF THE BRIAND MINISTRY.

PARIS, January 15th.

The Cabinet is completed. M. Briand is Premier and Minister of Foreign Affairs, M. Barthou Minister of War, M. Marraud Minister of Interior, and M. Doumer Minister of Finance. The new Minister of Marine is M. Guisthau. The Minister for the Colonies is M. Albert Sarraut.

ATTITUDE REGARDING  
REPARATIONS.

LONDON, January 16th.

While some Paris correspondents are apprehensive that the advent of the Briand Ministry will mean a hardening of the French attitude towards Germany and a divergence between the French and British viewpoints, *Le Matin* declares that M. Briand approves the policy of President Millerand and M. Leygues with regard to reparations, namely, agreement with the Allies and especially Great Britain with the object of definitely securing modified demands rather than striving after larger payments or standing alone.

THE O'CALLAGHAN DISPUTE  
DEPORTEE TO RE-SHIP AS  
SEAMAN.

WASHINGTON, January 17th.

The squabble with regard to Mr. O'Callaghan has been temporarily settled by the Labour Department permitting him to come ashore and to re-ship as a seaman for abroad. This step apparently stays execution of the State Department's deportation order, which still stands.

## COLONIAL OFFICE.

TO HAVE MANDATED MIDDLE  
EASTERN DEPARTMENT.

LONDON, January 17th.

By a very narrow majority, the House of Commons, the Cabinet recently transferred the Middle Eastern mandated territories to the Colonial Office.

OPPOSITION TO HUGE DEPART-  
MENT.

LONDON, January 17th.

It is stated that one of the reasons for Sir Auckland Geddes' return is to enlist his organising ability in connection with the pending re-organisation of the Colonial Office which is beginning to be made a prominent feature in the newspapers.

The *Daily Mirror*, which was most strenuous in its "anti-waste" campaign in the Doyer by-election, denounces "the plans for another huge department to throw away more millions" in connection with the reported incorporation of the Middle East department in the Colonial Office.

The *Westminster Gazette* thinks that Mr. Churchill's domination in a tremendous field of expenditure represented by the Middle East is most disquieting in view of his financial record.

## MILITARY RAID IN DUBLIN.

BARBED WIRE AND BARRICADES  
IN HEART OF CITY.

LONDON, January 17th.

The military made a most remarkable raid in Dublin early yesterday morning. The operations are likely to continue for three days. A densely populated area, nearly half-a-mile square, in the heart of the city was occupied; armoured cars and tanks were placed in position and sentries were posted. The military isolated the area by barbed wire and erected barricades. Three bridges were seized and the dockland was cut off. Troops occupied commanding positions in high houses, sandbagged the windows and mounted machine-guns. The reason for the raid has not been disclosed. It is believed that a search is being made for urgently wanted men, or, alternatively, the raid is to locate a suspected arsenal. House to house searches are proceeding. Six arrests have been made. Nobody is allowed to enter or leave the prescribed area in which the markets are situated. Searchlights were planted last night and field kitchens were serving troops with food.

## RIOTS IN CORK.

## TWO WOMEN KILLED.

LONDON, January 16th.

There was serious rioting in Cork last evening following an attack on two policemen who were coming from a football match, both of whom were wounded. Armed police in motor lorries proceeded to clear the streets and firing continued during the afternoon and night.

There were a number of other casualties, including a Customs officer shot dead and two women and four other civilians wounded.

## INTER-ALLIED CONFERENCE.

NO QUESTION OF INVITING  
GERMANS.

LONDON, January 17th.

The Conference of the Allied Premiers in Paris has been postponed till January 24th. The Conference is expected to last three or four days. It is not yet certain whether the Italian or the Belgian Premiers will be present, but the Italian and the Belgian Foreign Ministers will attend. There has been no question of inviting the Germans.

## EARLIER CABLES.

## TO BE HELD THIS WEEK.

LONDON, January 16th.

It is officially confirmed from Paris that the Inter-Allied Conference has been postponed not later than the end of the week, pending the installation of the Briand Cabinet.

## PROHIBITION IN AMERICA.

## STILL 14,000 ILLICIT DISTILLERIES.

WASHINGTON, January 15th.

The first year's results of Prohibition show that the people consumed 41,000,000 proof gallons of distilled spirits, leaving 51,000,000 gallons in bonded warehouses. Spirits are still being made in 14,000 illicit distilleries. There were 123,000 gallons of spirits destroyed and \$3,000,000 still demolished. The storage tax and fines totalled over \$23,000,000.

## PERSIAN CABINET RESIGNS.

REPORTED ABDICATION OF THE  
SHAH.

TEHRAN, January 16th.

The Cabinet has resigned. An unconfirmed report says the Shah has abdicated.

FAR EASTERN CABLE  
NEWS.

[FROM OUR OWN CORRESPONDENT.]

FRENCH-CHINESE COMMERCIAL  
SCHOOL IN SHANGHAI.

PEKING, January 17th.

The Cabinet has authorised the Ministry of Finance to provide funds for the establishment and maintenance of a Commercial School in Shanghai jointly controlled by the Chinese and the French Governments, the latter having contributed 30,000 dollars towards the establishment expenses.

Both Governments will jointly provide the annual maintenance expenses which are estimated at 150,000 dollars.

[THROUGH REUTER'S AGENCY.]

NEW FRENCH AMBASSADOR TO  
JAPAN.

PARIS, January 14th.

A Havas message says:—  
M. Paul Claudel just appointed French Ambassador to Japan is not only one of France's ablest diplomats, but also a highly gifted poet and writer, who is generally held to be one of the foremost representatives of the modern French School. As Consul in China, M. Claudel wrote a book which is remarkable for its keen observation and profound comprehension of the Eastern peoples and things, which book is perhaps his master-work.

## THE LATE SIR F. J. ANDERSON.

LONDON, January 17th.

Brigadier-General Sir F. J. Anderson, C.B., ex-Colonial Engineer, Straits Settlements, left \$2,591.

MR. HENRY KESWICK ON A  
YACHTING TOUR.

Mr. Henry Keswick, formerly the head of Messrs. Jardine, Matheson & Co., in the East and who since leaving Hongkong in 1911, has sat as a Member of Parliament for Epsom, and has served in the war as a Major, reached Hongkong on Sunday on a yacht, built on the model of a destroyer, with two funnels, and named the *Cutty Sark*, after a famous old-time China tea clipper.

Mr. Keswick left home on November 24th, and the yacht on her trip has called at Bordeaux, Marseilles, Monte Carlo, Naples, Port Said, Suez, Aden, Laccadive Islands, Cochin, Colombo, Bangkok, Singapore and Penang.

Mr. Keswick is on a tour of inspection of the Eastern branches of his firm, and is combining pleasure with business. He will be remaining here until after the Races, and when his business engagements are completed, he expects to return home on the yacht via the Panama Canal.

KOWLOON TO WAICHOW  
BY RAIL.

## A NEW PROJECT.

The Waichow Chamber of Commerce has passed a resolution to build a railway from Waichow to Ping Wa Station of the Canton-Kowloon Railway, a distance of 45 miles. The cost is estimated at about \$3,000,000.

## AMERICA AND JAPAN.

## A SHANGHAI CANARD.

Despatches published by a Chinese paper in Shanghai alleging that the Japanese Government had informed Mr. Oshata that there were signs that a Japanese-American war was steadily approaching, and that it would be necessary for Japan and China to co-operate for a common political cause, and, therefore, Japan had decided to adopt a friendly policy toward China are characterised by the Japanese Foreign Office as pure canards, without the slightest foundation.

Furthermore, it states, reports circulated to lead the public to believe that relations between Japan and America are seriously strained are persistently being circulated in one form or another, particularly in Shanghai. While such fabrications hardly merit formal refutation, these rumours are entirely groundless and can only be characterised as mischievous misrepresentations.

## LAND BOOM AT WOOSUNG.

## \$3,000 PER MOW.

Since the Government announced the intended development of Woosung as a commercial port, there has been a rush of land buyers, with the result that the price has jumped very high. Land on the banks of the Yungsoong has been sold for \$2,000 per mow, and further inland, but accessible by river, for \$400 per mow. The *Kiam* land, five miles distant from the Whangpoo River, cannot be had for less than \$500 or \$300. Land brokers have made huge profits and their policy of sticking to the very highest obtainable bids has made it difficult to purchase large tracts of land suitable for factories, so the purchase have, on the whole, been for small lots. *Shanghai Gazette*.

## YUAMATI SHOOTING AFFRAY.

CAPTURE OF THE SUPPOSED  
RINGLEADER.HIS PROFFERED BAIL FOUND TO BE  
ARMED.

A man who is supposed to be the ringleader in the Yuamati shooting affray, in which Sergt. Gardiner lost his life, has been arrested by the police. Information was received that the man was in hiding on Ping Chau Island, and on Friday night Inspector Willis sent a large posse of detectives to the island. They made the journey in a small sailing craft as the police launch would be too well known. Landing at Ping Chau, the detectives, under cover of the darkness, made their way to the district where the wanted man lived, and surrounded his house. The man tried to escape, but he was arrested. He was loud in his protestations of innocence and said he could get bail for any amount, as he was a "good man." He named someone, whom the police sent for, taking the precaution of searching him. In this man's possession was found a revolver of high calibre, loaded in all six chambers, and there were six more rounds in his pocket. The man's premises were then searched and there were found two more revolvers and about 50 rounds of ammunition. The man and his son, who lives in the same house, were arrested on a charge of illegal possession of arms.

At the Magistrate's yesterday, the two men just referred to were placed in the dock. Mr. Davidson, solicitor, represented them. The first man arrested, in connection with the Yuamati affray, is expected to be brought before the Court to-day.

Mr. Davidson said he was instructed to plead guilty. The statements made by the two men were to the effect that they were partners in a show, to which was attached a fruit garden. It was the defendants' practice to employ watchmen at night to keep away thieves from the garden; these arms were handed to the watchmen at night and kept in the shop by day. The defendants asked that in the circumstances the case might be treated leniently.

The Magistrate (Mr. G. N. Orme): Why didn't they get a licence?

Mr. Davidson: I suppose it was carelessness.

The Magistrate: It is a serious thing to have a revolver of the calibre of one of these weapons, without a licence.

Mr. Davidson: They had previously applied for a licence and been refused. Inspector Willis interposed to give the Magistrate an account of the circumstances connected with the arrest of the defendants, as related above.

The Magistrate: What sort of place is this?

Inspector Willis said it was a shop; he had no information about a garden. In view of the circumstances under which the men were arrested he asked the Magistrate to take a serious view of the case.

The Magistrate: Are the people shopkeepers?

Inspector Willis: They are, but we have other information which it might not be fair to mention in Court.

The Magistrate remarked that, although both defendants had pleaded guilty, the degree of their liability might not be the same. He asked the senior defendant if he took the responsibility for the possession of all the weapons.

The senior defendant said that he did. He added that he had a number of shops, and that there was no police station on the island.

The Magistrate: It is doubtful whether I ought to give the option of a fine, but they seem to be respectable shopkeepers.

A fine of \$300 was imposed on the senior defendant. His son was discharged.

## ARMED ROBBERS AGAIN.

A VICTIM STABBED ON LAMA  
ISLAND.

On Sunday morning the police received notification of an armed robbery the previous evening at Sokowan village, on Lama Island. Their informant said that while she, her husband, and other members of the household were having their evening meal, four men entered the house. They were armed and when her husband offered resistance one of the men stabbed him. All the inmates of the house were bound and the place ransacked. A quantity of clothing and jewellery, money, and three muskets were stolen, and the robbers made off in a boat belonging to their victim who is a fisherman.

The police arranged for the removal of the wounded man to the Government Civil Hospital.

## GRAND CHARITY CONCERT.

Booking for the Grand Charity Concert organised by Madame Lottie Gordon for Saturday next, at the Theatre Royal, opens at Messrs. Montague's to-morrow morning at 9 o'clock. It is stated that tickets for the concert have been in great demand and the entertainment promises to be a great success. Those who intend to be present at the concert are advised to book seats early.

COLLAPSE OF SHANGHAI  
PIECE-GOODS DEALERS.

## 100 FIRMS CLOSED.

The *Shanghai Gazette* says:—

On account of the heavy drop in the silver exchange, the piece-goods merchants have been very hard hit, and although the Piece-goods Merchants Guild has tried to devise measures to save the situation, little improvement has been made on account of the heavy losses involved.

The local native banks have aggravated the plight of the piece-goods dealers by announcing that, in view of the financial stringency of recent months, they will demand that their claims be settled 10 days earlier than has been the case in past years.

This has led to the closing of more than 100 shops dealing in cotton and woollen piece-goods, which, combined with an equally large number during the past few months, brings the total of failures in this line of business to more than 100 (1900). These collapses have also affected the native banks, some of which have had to suspend business.

It is reported that piece-goods merchants in the river ports also find themselves in a difficult situation.

## H.M.S. "KINSHA" FOR SALE.

H.M.S. *Kinsha*, the flagship of Rear-Admiral Barrott, C.B., commanding on the Yangtze, is to be shortly offered for sale.

This vessel which was originally built by the late Mr. Archibald Little for service on the Upper Yangtze, to travel up and down the Gorges, was sold by him to the British Government, we believe, about the Boxer year. She will be sold, presumably, by auction. The old vessel was nothing much to look at, but she was reputed to be the most comfortable vessel travelling up the Yangtze and there are many who will regard her disappearance from service under the white ensign with very real regret.

A brilliant theory has been advanced in one quarter that she could very well be moored alongside the Bund to serve as a hotel.—*N. C. Daily News*.

JAPANESE WEATHER  
FORECASTS.

## INADEQUATE APPARATUS.

The Tokyo *Asahi* remarks that there is a growing dissatisfaction among the general public with the weather forecasts issued by the Central Meteorological Observatory, which are found to be unreliable. An official of the Observatory, interviewed by the *Asahi*, admitted that there was ground for complaint, but pointed out that the inadequate equipment of the Observatory was responsible for the faulty forecasts issued. Accurate weather prophecy, the official explained, demanded costly apparatus, which the Observatory must forego unless the authorities granted a considerable appropriation for improvements.

## UNEMPLOYMENT CRISIS.

LUXURY AND POVERTY IN  
LONDON.

December 30th.

Though West-end hotels are arranging their Christmas entertainments with their customary lavishness and while shop windows are overflowing with a wealth of toys and presents and while the markets are crammed with abundance of meat and poultry, this promise to be a merry Christmas. Now were contrasts between wealth and poverty so startling. On the one hand the rich may buy a rocking-horse at thirty pounds and turkeys at three shillings a pound, while the total value of motor cars advertised in one paper on Saturday was \$23,405. On the other hand papers are full of details of the sufferings of the unemployed. For example an unemployed and homeless ex-service man without pension or donation was found with his wife and new-born child in Tottenham court-road on Saturday night. Another ex-service man with a family of five living on fifteen shillings a week of which nine shillings is spent on rent. The question of the hour is unemployment. A novel sight in London streets recently has been collection boxes for the relief of unemployment. Mr. Thomas in the Commons on December 16th warned the Government that, unless they took action before Christmas, the Labour party would be forced to do so. Government is expected to announce its unemployment policy in the Commons to-morrow.

## THE VLADIVOSTOK TRAGEDY.

A Vladivostok telegram dated January 10th in the *Shanghai* papers reports the incident which is at present receiving consideration at Washington in the following terms:—

The Chief Engineer of the American warship *Albatross*, returning to his ship at four o'clock yesterday morning, was shot in the back by a Japanese soldier, it is stated. The engineer replied with two revolver shots. Although wounded through the lung above the heart, he reached the ship unaided but died to-day.

## BOLSHEVISM FOR THE CHILD.

A lecture on "Turkistan Under the Bolsheviks" was given at a meeting of the Central Asian Society recently by Major Bailey, who was a political officer in Russian Turkistan in 1918, whence he escaped as an Austrian. He said the peasants in Turkistan were only Bolsheviks as long as Bolshevikism consisted in disposing the landlord and paying no more rent. They then discovered in a short time that they were *bourgeois*. Bolshevism was taught in the schools, and from about the age of 12 the children formed Soviets and displaced their teachers and did what they liked.







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## N. Y. K.

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overseas Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.KASHIMA MARU (omitting Manila) ... Wednesday, 26th Jan., at 11 a.m.  
TAMBA MARU ... Saturday, 30th Jan., at 11 a.m.  
SUWA MARU ... Saturday, 13th Feb., at 11 a.m.  
FUSHIMI MARU (omitting Manila) ... Wednesday, 9th Mar., at 11 a.m.  
TOYAMA MARU ... Friday, 11th Mar., at 11 a.m.LONDON & ANTWERP via Singapore, Penang, Colombo, Suez  
Port Said and Marseilles.SHIZUOKA MARU ... Monday, 24th Jan., at 11 a.m.  
KAGA MARU ... Friday, 11th Feb., at 11 a.m.  
YOKOHAMA MARU ... Friday, 18th Feb., at 11 a.m.  
TAMBA MARU ... Friday, 4th Mar., at 11 a.m.HAMBURG, LONDON & ROTTERDAM via Suez.  
LIEBOW MARU ... Sunday, 6th February.

LIVERPOOL &amp; MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.NIKKO MARU ... Tuesday, 18th Jan., at 11 a.m.  
AKI MARU ... Tuesday, 15th Feb., at 11 a.m.  
TANGO MARU ... Tuesday, 22nd Mar., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE.

BOMBAY &amp; COLOMBO via Singapore.

KAWACHI MARU ... Wednesday, 26th January.  
TSUBAKI MARU ... Monday, 14th Feb.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

SANUKI MARU ... Thursday, 3rd Feb.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ... Wednesday, 10th Jan., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOTOMI MARU ... Tuesday, 18th January.  
KUMANO MARU (Moji direct) ... Tuesday, 18th January.  
TAMBA MARU ... Saturday, 22nd Jan., at 11 a.m.  
CAP FINISTRE (Yokohama direct) ... Saturday, 22nd Jan.  
BOMBAY MARU ... Friday, 25th Jan.  
MISHIMA MARU ... Wednesday, 2nd Feb., at 11 a.m.For further information apply to—NIPPON YUSEN KAISHA.  
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## OUR LONDON LETTER.

## CURIOUS CASE OF MISTAKEN

## IDENTITY.

LONDON DOCK THIEVES' DEPREDACTIONS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, December 9th.

STATUTE TO MR. CHAMBERLAIN.

The King having graciously consented to the erection of a statue of the late Mr. Joseph Chamberlain within the precincts of the House of Commons, the work of erecting a monument to the great Parliamentarian will be proceeded with forthwith. I understand that the statue may be in its place in the inner lobby of the House before the opening of the new session next February.

The general public do not, perhaps, realise that the Royal assent is needed for such a memorial, because the House of Commons are still regarded as the Royal Palace of Westminster. No alteration or addition to the fabric can be made without the express sanction of the Sovereign. The statue of Mr. Chamberlain, which, by the way, will have no charge on the public funds, will occupy one of five niches in the inner lobby of the House of Commons.

A motion in the House of Commons this week for a writ for the vacancy created by the retirement of "Mabon" suggests the reflection that it brings the Prime Minister an appreciable step nearer to the honorary rank of "Father of the House." The position is at present held by Mr. T. P. O'Connor, known everywhere as "Tay Pay," who has nearly 40 years of unbroken membership to his credit.

Mr. W. Abraham, famous as the Labour M.P. for Rhondda, and usually called "Mabon," whose departure is officially notified, has sat continuously since 1885, and was thus next in order of seniority to Mr. O'Connor. The Speaker is a year younger in service at Westminster, but as he is shortly retiring I believe that the Premier must be next in turn. Mr. Lloyd George has been a member since April, 1890, and although both Mr. Balfour and Mr. Walter Long came to the House of Commons before that date, neither of them has an unbroken record of service.

## MISTAKEN IDENTITY.

The newspapers made the blunder of announcing the death of Lord Desborough, when as a matter of fact it ought to have been Lord Bessborough. The former has, therefore, had the dubious pleasure of being in the position to read his own obituary notice. This is a privilege he shares with "Mark Twain," of "immortal memory in the realm of humour," who told the American reporter, who called on him afterwards for the inevitable interview, that "the report is greatly exaggerated." Not only London papers but also the big Provincial dailies were caught. The cause of the trouble was a telephone message received by a news agency and duly circulated, and the similarity in the names even misled the Times night news editor, who rang up a Birmingham hotel where Lord Bessborough died, and sought confirmation of the report.

## A POPULAR SPORTSMAN.

Lord Desborough, who is a popular sportsman, has received many congratulations that he is still in the land of the living. He told someone who asked him about the obituary notices in the Press that he would be able to correct the articles himself. The idea seemed to give him considerable enjoyment.

The deceased peer, Lord Bessborough, collapsed after speaking at a dinner to the officials of Messrs. Guest, Keen, and Nettleton, Ltd., a world-famous enterprise of which he was chairman of the Directors. He is succeeded in the title by his son, Viscount Duncannon. At one time he was a Liberal Whip and in 1864 acted as private secretary to Lord Peel, then Speaker of the House of Commons.

## JAPANESE AIR MAIL.

I learn that Messrs. Handley Page, Ltd., have received advice that the Japanese Government have completed all arrangements for the early inauguration of a comprehensive mail service throughout Japan. An elaborate scheme has been prepared, and statistics relating to air pilots, aerodromes, and suitable landing places. Aeroplanes capable of carrying four passengers in addition to mails up to 8 cwt. of freight are recommended for adoption. Tokyo and Osaka are expected to be the first cities to be put into regular communication by air.

## THE SOAP KING.

Biographies of one kind or another continue to be the literary fashion, and the latest is "Modern Men of Mark" by Mr. Stuart Menzies. One of the men is Lord Leverhulme, head of the soap firm known all over the globe. As most people know, he is the son of a grocer in a Lancashire town, and started life by working for his father as a shop assistant at the highly remunerative wage of exactly one shilling a week. At 25 he bought a wholesale business, made it pay, and with the money he obtained (£27,000) he started soap-making. His father remonstrated, but the son went ahead, produced the "Sunlight Soap," and expanded steadily until he found Port Sunlight.

From that day till the present the firm has never looked back. It has a history of continuous prosperity. But old Mr. Lever, the famous Peer's father, who lived to be 90, although having the pleasure of seeing his son's prodigious achievement, never relented in his opinion and remonstrated as already recorded, for to the very last no word of congratulation ever passed his lips.

## A QUESTION OF PARTNERSHIP.

Most men who have made name and fortune are troubled with cranks and madmen of various kinds. One of the fraternity wrote to Lord Leverhulme to say he had a better name for soap than "Sunlight." His Lordship is always open to receive suggestions and new ideas, and asked for particulars. The reply he got by return of post was in the following strain: "I want to tell you my terms before I give you the wonderful word which you (Continued at foot of next column.)

## GERMANY'S ROYAL

## SMUGGLERS.

## PROCEEDINGS TO BE TAKEN.

(FROM "THE TIMES" CORRESPONDENT.)

BERLIN, November 22nd.

The accusations made by the *Forverts* that the great families of Germany, including many members of the House of Hohenzollern, have been smuggling money out of the country through the financial agency of Sinner & Co. and Gruber & Co., reports to the Government and the Reichstag today by the ex-Chancellor, Herr Hermann Muller.

The accusations were cast in the form of interpellations, but these were accompanied by a speech which went into full financial and personal details. Herr Muller pressed his speech by reminding the Government that there had recently been a strike of workmen against the compulsory deduction of taxes from wages. They had given way under persuasion of the financial straits of the country. He asked how these men were to be made quiet when the highest percentages of the old régime were doing their utmost to escape from paying their share.

Having given details of the activities of the firm of agents, Herr Muller went on to say that the money smuggled out of Germany exceeded 250,000,000 marks (£1,000,000 approximately). He asked the Finance Minister, if it were true that a number of prominent persons were implicated. Among those mentioned he said, were the ex-Crown Princess Cecilie, Prince Eitel Friedrich, Prince August Wilhelm, the late Prince Joachim of Prussia, Major von Mosner, a friend of the ex-Crown Prince, Count Peter Radolin, and Princess Wanda Blücher von Wahlstatt. He also mentioned a number of personages formerly connected with the Court. Besides these he mentioned Prince Frederick Leopold of Prussia (the Red Prince) as having conveyed vast property into Switzerland, though not necessarily through the firm in question.

The Finance Minister, Dr. Wirth, stated that the case of Sinner &amp; Co. Company was not a judicial one, and he admitted that there was apparently some truth in the accusation against the firm. As for the other firm mentioned, the Finance Minister said as soon as the report became known had impounded its books and had attached its balances with other business houses. He admitted that the books showed that according with the firm in Amsterdam stood in the name of members of the nobility and the princely houses, including members of the House of Hohenzollern. This matter was still not judicial, and he declined to intervene in the case. The statement was greeted with cries of approval from the Right, and loud laughter from the Socialists. He added that he was quite prepared in the pursuit of his thankless task to take proceedings against any persons guilty of illegal export of capital, even Hohenzollerns. The subsequent debate was of a very stormy character.

These statements are made at a time when the question of the bargain to be made by Prussia with the Hohenzollern family is being bitterly fought out in the Judicial Committee of the Prussian Assembly, the Socialists representing the point of view that the Hohenzollerns were lucky to get out of the country alive, and the Prussian Nationalists fighting tooth and nail to give the ex-Kaiser as much State property as possible, in addition to his own.

require to make your soap a success. You shall find all the capital and look after the business and take one-third of the profits for your management. I will take one-third share for the name, and the remaining third share shall be given to the Lord, without whose help your efforts and mine are of no avail.

To this proposition the head of Port Sunlight replied: "I rather gather from your letter that your basis is the fact that, without the Lord's help, we are neither of us of any use, so the Lord is really to be our Senior Partner. Have you got the Lord's permission to say that his share shall only be one-third? Are you going to draw it as well as your own?"

As usual as your own? Lord Leverhulme sleeps all the year round in a little iron bed in the open air, with a simple awning over it, just sufficient to keep off rain, sleet, or snow. Otherwise as regards the weather he says: "What does it matter? It is grand." Anyway, he enjoys perfect health.

## LONDON DOCK THIEVES.

Mr. Musgrave, Secretary of the London Chamber of Commerce, tells me that pilfering at the London Docks has reached such proportions that a deputation has been appointed to wait on the Home Secretary with a view to getting better police protection. A Committee which was authorised to inquire into the whole subject took evidence from public bodies like the Port of London Authority, the Committee of Lloyd's, the Institute of Underwriters, the Chamber of Shipping, and merchants in large numbers.

A shipowner produced figures showing that his Company was paying claims for pilferage and non-delivery at the rate of about £250,000 per annum. Claims for theft and pilferage passed by Lloyd's Claims Bureau in a single year amounted on November 6th last to £574,154, or an average of nearly £10,000 a week.

## HOW IT IS DONE.

The facts brought to light by the Chamber of Commerce Committee do not surprise people in shipping circles. I find, therefore, it is stated that the worst form of thefts at the Docks are those perpetrated by organised gangs of "crooks," who are financed by wealthy "receivers." They have confederates among the stevedores and gunmen. Indeed, there is a well-established gang of a gang which actually carried on a career's business, and kept its going long enough to secure a very big haul of loot. The robberies are carried out chiefly by overcrowded vans, and by "sweating" cases during the process of unloading and while in transit. They have depots at convenient centres ready to receive goods, just as the motor thieves have garages ready to receive stolen cars.

I understand that in the view of the Chamber of Commerce the only effective way of dealing with this traffic is to organise a special C.I.D. Department of the police who can make a study of the artful deceptions now infesting the Thames from London Bridge to Gravesend.

## INDO-CHINA

## STEAM NAVIGATION COMPANY LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

SHANGHAI, CHEFOO & DALNY "WINGHANG" ... Wed. 18th Jan. 10 a.m.  
SHANGHAI & HOIHOW ... Wed. 18th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.  
SHANGHAI & TUNGSHING ... Thurs. 20th Jan. 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at Hongkong when convenient.

HAI PHONG LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Dato.

TIMOR LINE.—A regular service is run from March to November between Hongkong and Timor, calling at Welhaven and Chetum.

## CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about  
Thursday, Jan. 20th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

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## HOMWARDS.

Vessel ... M.V. "GLENLUON" ... M.V. "GLENSTARA" ...

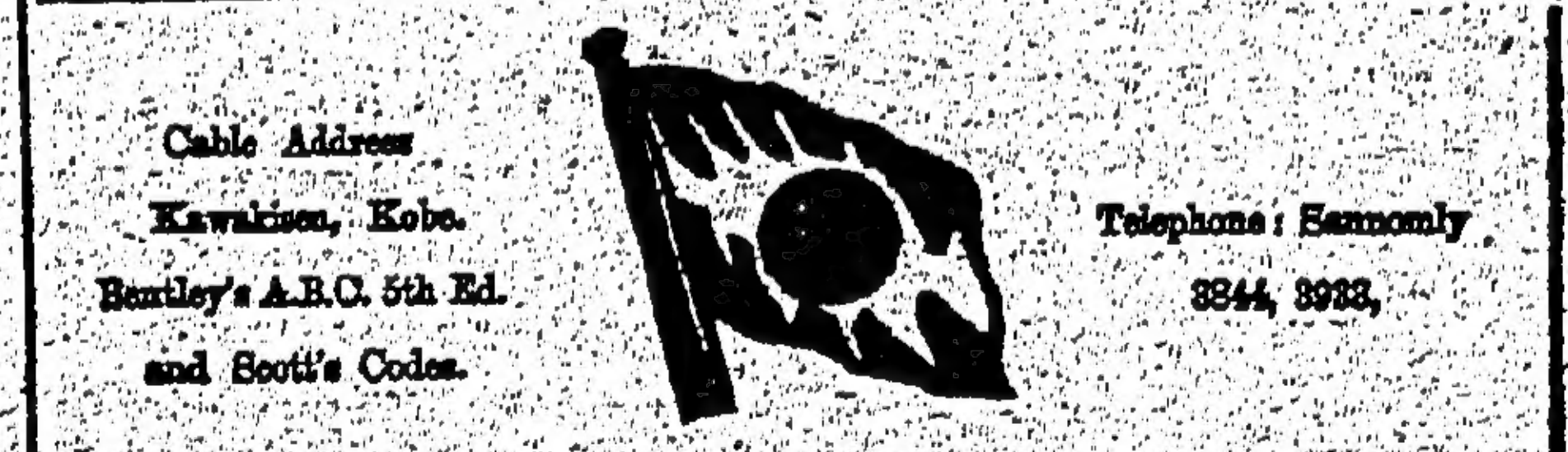
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President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUURA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 8,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Bunko, Kobe.



## SHIPPING NEWS

## ARRIVALS.

January 16th.  
**Chunghing**, Chinese str., 234 tons, Capt. Chan Chou, from Kwang Chow Wan, with a general cargo.—Lun Yick.  
**Douglston**, American str., 1,610 tons, Capt. H. S. Banger, from Saigon, with rice.—P. M. S. S. Co.  
**Huach**, Chinese str., 1,050 tons, Capt. Rapley, from Saigon, with rice.—Soon Song Co.

January 17th.  
**Amur**, Japanese str., 4,923 tons, Capt. Chiba, from Singapore, with a general cargo.—O. S. K.  
**Cheongshing**, British str., 1,366 tons, Capt. van Cortlandt, from Hongay, with coal.—J. M. & Co.  
**Chongshing**, Chinese str., 539 tons, Capt. Fletcher, from Pakhoi, with a general cargo.—Hing Lee S. S. Co.  
**Fushiki**, Japanese str., 1,063 tons, Capt. Hiroka, from Tsingtau, with salt.—M. B. K.  
**Heime**, Japanese str., 2,728 tons, Capt. Yonemori, from Manila, with a general cargo.—Nippon.  
**Kan**, British str., 1,143 tons, Capt. Sutor, from Swatow, with a general cargo.—B. & S.  
**Lai Sang**, British str., 3,460 tons, Capt. Mowbray, from Hongay, with a general cargo.—J. M. & Co.  
**Loong Sang**, British str., 1,063 tons, Capt. Jowitt, from Manila, with a general cargo.—J. M. & Co.  
**Nikko**, Japanese str., 3,076 tons, Capt. T. Kusano, from Japan and Nagasaki, with a general cargo.—N. Y. K.  
**Nippon**, Italian str., 3,959 tons, Capt. Aliegh, from Shanghai, with a general cargo.—D. & Co.  
**Sui Yang**, British str., 1,043 tons, Capt. J. Gibbs, from Canton.—B. & S.  
**Shun Ching**, Chinese str., 335 tons, Capt. Yuen, with a general cargo.—Wai Yee.  
**Sinkang**, British str., 1,816 tons, Capt. Puckett, from Shanghai and Amoy, with a general cargo.—B. & S.  
**Taijui**, Japanese str., 4,273 tons, Capt. K. Takano, from Manila, with a general cargo.—N. Y. K.  
**Taming**, British str., 1,356 tons, Capt. Milne, from Manila, with a general cargo.—B. & S.  
**Tjillemang**, Dutch str., 5,023 tons, Capt. Bouman, from San Francisco, with a general cargo.—J. C. J. L.  
**Tungshing**, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

## CLEARANCES.

January 17th.  
**Heime**, for Amoy.  
**Hong Kong**, for Amoy.  
**Kan**, for Canton.  
**Kung Hong**, for Shanghai.  
**Luan**, for Hongay.  
**Nam Sang**, for Hongay.  
**Nikko**, for Melbourne.  
**Phan Samud**, for Bangkok.  
**Shun Ching**, for K. C. Wan.  
**Sin Kung**, for Canton.  
**Taihou**, for Hainan.  
**Ting Shing**, for Canton.

## SHIPPING MOVEMENTS.

The s.s. **Teirgas** (Blue Funnel line) left Swatow on January 15th, and is due here on February 5th.  
 The T.K.K. s.s. **Shimo** arrived at Yokohama on Sunday and sails to-day, being due at Hongkong on January 30th.  
 The s.s. **Hector** (Blue Funnel Line) left Shanghai on the 15th inst. for Liverpool and Genoa. She is due here on the 18th inst., and will sail on the 18th inst., at 4 p.m.  
 The E. & A. s.s. **Eastern** left Moji for this port on the 16th inst. at afternoon, and is due at Hongkong on the 20th inst. about 4 p.m.  
 The R.M.S. **Empress of Asia** arrived at Shanghai on Saturday, left there on Sunday, and was due at Nagasaki yesterday.  
 The N.Y.K. s.s. **Aki** (Australia Line) left Manila on Sunday, and is expected here to-day.  
 The N.Y.K. s.s. **Tamba** (European Line) left Singapore on Sunday, and is expected here on the January 21st.

## VESSELS EXPECTED.

**Aberdeen** (Admiral line), due about January 31st.  
**Autolichus**, due March 11th.  
**Bombay**, due January 27th.  
**Cap Finisterre** (N.Y.K.), from Liverpool, due January 22nd.  
**Duquene** (Barber line), from New York, due about February 2nd.  
**Edmore** (Admiral line), due January 20th.  
**Edridge** (Admiral line), due about February 28th.  
**Eligor**, due March 20th.  
**Euryalus**, due February 5th.  
**Edmore** from Seattle, due January 24th.  
**Idomenes**, due March 3rd.  
**Jason**, due March 10th.  
**Zeemin**, due February 25th.  
**Louther Castle** due February 6th.  
**Maghiello**, due January 18th.  
**Matthwa**, due January 20th.  
**Mishima**, from London, due February 1st.  
**Paulet** (Admiral line), due March 7th.  
**Pyrhus**, due March 31st.  
**Satsuna** (Barber line), from New York, due about February 15th.  
**Schojack** (Barber line), from New York, due January 25th.  
**Shikoku**, from Japan, due January 25th.  
**Sodo**, due February 19th.  
**Tamba** (European line), due January 20th.  
**Wauegan** (Barber line), from New York, due about January 20th.

## PASSENGERS.

## ARRIVALS.

For s.s. **Tungshing**, on January 17th: Mrs. M. Donald.  
 For L.T. s.s. **Nippon**:—From Shanghai, Mr. H. M. Hind, Capo Timoniere Costa Anconia, Capo Macoris, Yanzui, Neri, A. Fontana, Edoardo, Vincenzo Agostino, Orlando Rinaldi, Brusca, Ginroppe, and Briano Liagi.

## SHIPPING NOTES.

The Coast Inspector, at Shanghai, in a special notice to Mariners states that information has been received from the Custom authorities at Chfoo that the steamer **Huichah** has sunk near fairway, one and a half miles south-east of the South-East Promontory.

The third vessel to be completed by the Kiangnan Dock and Engineering Works for the U.S. Shipping Board Emergency Fleet will be launched on the 26th inst. The str. **Mandarin**, the first of the four vessels to be completed, will shortly be turned over to the U.S. Government.

## WEATHER REPORT.

January 17th at 11.55.—Pressure has decreased slightly from Shanghai to Hongkong. It is nearly stationary over Ind-China and the Philippines.

The anti-cyclone has probably moved eastward.  
 Moderate monsoon may be expected over the N. China Sea. It is interrupted to the north of Amoy.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.11 inch against an average of 0.40 inch.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	(N.E. winds, moderate; fine.
Formosa Channel	The same as No. 1.
South coast of China between the same as Hongkong and Lamocks	No. 1.
South coast of China between the same as Hongkong and Hainan	No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 17th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.10	30.18	30.11
Temperature	64	65	65
Humidity	83	10	71
Wind Direction	calm	calm	West
Force	0	0	2
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 18th, 64.

Lowest open-air Temperature on 17th, 55.

## SUNRISE AND SUNSET IN HONGKONG.

FOR THE MONTH OF JANUARY.

Date	Sunrise	Sunset
January	a.m.	p.m.
18th	7.06	6.03
19th	7.06	6.03
20th	7.06	6.03
21st	7.06	6.03
22nd	7.06	6.03
23rd	7.06	6.03
24th	7.06	6.03
25th	7.06	6.03
26th	7.06	6.03
27th	7.04	6.03
28th	7.04	6.03
29th	7.04	6.03
30th	7.03	6.10
31st	7.03	6.11
February 1st	7.03	6.12

## HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.  
 The ball is hoisted half mast at the 45th minute and full mast at the 47th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.  
 Should the Time Ball be out of order the above routine will be carried out with the flag "Z" on the Storm Signal mast.  
 Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.50.0 to 9.0.0 p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 26th, 50th, 82nd, and 54th of each minute.  
 The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

## HONGKONG TIDE TABLE.

From 18th to January 24th, 1921.

High Water.		Low Water.	
Days of Week	Time	Days of Week	Time
Tues.	18 m 3.36	Wed.	19 m 9.54
Wed.	19 m 4.24	Thur.	20 m 10.10
Thur.	20 m 5.29	Fri.	21 m 11.15
Fri.	21 m 6.54	Sat.	22 m 12.20
Sat.	22 m 7.59	Sun.	23 m 13.25
Sun.	23 m 8.64	Mon.	24 m 14.30
Mon.	24 m 9.69		

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG and SINGAPORE.

## THE Steamship

**"NAMSANG"**  
 having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
 Goods not cleared by Jan. 21st, will be subject to rent.  
 All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.  
 No Fire Insurance will be affected by us in any case whatever.  
 Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.  
 Hongkong, January 15th, 1921.

**GRIMAULT'S SYRUP**  
 OF  
**HYPOPHOSPHITE OF LIME**  
 FOR  
**STUBBORN COUGHS**  
**BRONCHITIS**  
**WEAK LUNGS**  
**CATARH**  
**CONSUMPTION**

Without other blood-purifying and strengthening agents, GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME is the most effective and pleasant remedy for all the above ailments.

**VETARZO**  
 DR. LE CLERC'S REMEDY FOR THE TREATMENT OF ALL THE AFFECTIONS OF THE URINARY TRACT.

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Operating the new first-class steamers

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**HONGKONG TO SAN FRANCISCO,**

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

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The most comfortable route to America and Europe.

**SAILINGS FROM HONGKONG AT NOON.**

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Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

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## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

**"VAN WAERWYCK"**

will be despatched to

**SINGAPORE and BELAWAN-DELI**

**DIRECT**

on or about 24th January.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

**JAVA-CHINA-JAPAN-LYN,**  
 Agents.  
 Telephone No. 1574.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK via Suez	Agamemnon	Brit.	The Bank Line, Ltd.	On 22nd inst.
NEW YORK & or Boston via Panama	Waukegan	Am.	The Admiral Line Pacific S.S. Co.	About 20th inst.
NEW YORK & or Boston via Suez Canal	Bolton Castle	Brit.	Dodwell & Co., Ltd.	About 23rd inst.
NEW YORK via Suez or Panama	Gaello Prince	Brit.	Furusea (Far East) Ltd.	On 25th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 25th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Shimo Maru	Jap.	Toyo Kisen Kaisha	On 7th Feb.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Chiba Maru	Jap.	Toyo Kisen Kaisha	On 24th Feb.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Edmore	Am.	China Mail S.S. Co., Ltd.	On 25th Feb.
SEATTLE & VICTORIA via J. Ports, SHANGHAI, &c.	Kashima Maru	Jap.	The Admiral Line Pacific S.S. Co.	About 20th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	West Ivan	Jap.	Nippon Yusen Kaisha	On 30th inst. at 11 a.m.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Frank Waterhouse & Co.	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Manila Maru	Brit.	Canadian Pacific O.S. Ltd.	On 7th Apr.
VICTORIA, SEATTLE & VANCOUVER	Teaser	Brit.	Osaka Shosen Kaisha	On 24th inst.
MARSEILLE, SEATTLE, LONDON, SPAIN &c.	Andre Lebon	Brit.	Butterfield & Swire	About 19th inst.
MARSEILLE, SEATTLE, LONDON, SPAIN &c.	Flamy	Brit.	P. & O. B. I. & A. L.	About 23rd inst.
GENOA & LIVERPOOL	Bellaphon	Brit.	Butterfield & Swire	On 24th inst.
GENOA, LONDON & ROTTERDAM	Gloucester	Brit.	Jardine, Matheson & Co., Ltd.	About 4th Feb.
GENOA, LONDON & ROTTERDAM	Abidinok Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
LONDON, ANTWERP & ROTTERDAM	City of Florence	Brit.	The Bank Line, Ltd.	On 24th inst.
LONDON, ANTWERP & ROTTERDAM	Himalaya Maru	Jap.	Osaka Shosen Kaisha	On 10th Feb.
AMSTERDAM, LONDON & HAMBURG	Oana	Brit.	Butterfield & Swire	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	Lexion	Brit.	Butterfield & Swire	On 26th Feb.
AMSTERDAM, LONDON & ANTWERP	Telichia	Brit.	Butterfield & Swire	On 1st Mar.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Abetee	Am.	The Admiral Line Pacific S.S. Co.	About 10th Feb.
AMSTERDAM & HAMBURG	Alison Maru	Jap.	Nippon Yusen Kaisha	On 6th Feb.
BOMBAY & Colombo via SINGAPORE &c.	Borpo	Jap.	Java-China-Japan-Lyn	On 31st inst.
BOMBAY & Colombo	Kawati Maru	Jap.	Nippon Yusen Kaisha	On 28th inst.
BOMBAY via STRAITS & Colombo	Kasido Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
STRAITS & CALCUTTA	Dunera	Brit.	P. & O. B. I. & A. L.	About 10th Feb.
SINGAPORE & BELAWAN-DELI	Laiyang	Brit.	Jardine, Matheson & Co., Ltd.	About 10th Feb.
SINGAPORE, PENANG, Cebu, BRINDISI, VENICE, &c.	Van Waerwyck	Dut.	Java-China-Japan-Lyn	On 31st inst. at 2 p.m.
SINGAPORE	Pileas	Brit.	Dodwell & Co., Ltd.	About 10th Feb.
SANDAKAN	Chiba	Am.	China Mail S.S. Co., Ltd.	On 7th Feb.
CALCUTTA & Rangoon via SINGAPORE & PENANG	Himang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst. at Noon.
CALCUTTA via STRAITS & Rangoon	Sandi Maru	Jap.	Nippon Yusen Kaisha	On 3rd Feb.
LOS ANGELES, CALIFORNIA, I.S.A.	Talaha	Am.	P. & O. B. I. & A. L.	About 4th Feb.
AUSTRALIAN PORTS via MANILA	West Hinton	Brit.	Los Angeles Pacific Nav. Co.	About 2nd Feb.
AUSTRALIAN PORTS	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 18th inst. at 11 a.m.
AUSTRALIAN PORTS	Rastar	Brit.	P. & O. B. I. & A. L.	On 23rd inst. at Noon.
AUSTRALIAN PORTS via MANILA	Changsha	Brit.	Butterfield & Swire	On 23rd inst. at Noon.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO &c.	Victoria	Chi.	The China & Australia S.S. Co.	On 10th Feb.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO &c.	Seattle Maru	Jap.	Osaka Shosen Kaisha	On 8th Mar.
NAGASAKI, KOBE & YOKOHAMA	Keljo Maru	Jap.	Toyo Kisen Kaisha	On 1st Feb.
SHANGHAI, KOBE & YOKOHAMA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 19th inst. at 11 a.m.
SHANGHAI & YOKOHAMA	Totomi Maru	Brit.	Dodwell & Co., Ltd.	About 20th inst.
SHANGHAI & YOKOHAMA	Suiting	Brit.	Nippon Yusen Kaisha	On 18th inst.
SHANGHAI & YOKOHAMA	Sinling	Brit.	Butterfield & Swire	On 20th inst. at D'Night.
SHANGHAI, KOBE & YOKOHAMA	Armad Bebie	Brit.	Butterfield & Swire	On 20th inst. at Noon.
SHANGHAI & TIENTSIN	Tea	Brit.	Messageries Maritimes	About 20th inst.
SHANGHAI via SWATOW	Choyang	Brit.	Butterfield & Swire	On 22nd inst. at 4 p.m.
SHANGHAI & JAPAN	Lahore	Brit.	Jardine, Matheson & Co., Ltd.	On 23rd inst. at D'Night.
SHANGHAI	Hungaria	Brit.	P. & O. B. I. & A. L.	About 25th inst.
SWATOW & BANGKOK	Lachow	Brit.	Dodwell & Co., Ltd.	About 25th inst.
SWATOW, AMOY & FOOCHOW	Halong	Brit.	Butterfield & Swire	On 19th inst. at 8 a.m.
SWATOW, AMOY & FOOCHOW	Halong	Brit.	Douglas Lapraik & Co.	On 19th inst. at 12 Noon.
KEELUNG via HONGKONG	Lokas	Brit.	Douglas Lapraik & Co.	On 23rd inst. at 10 a.m.
KEELUNG via SWATOW & AMOY	Keljo Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 19th inst.
MANILA, CEBU & ILOILO	Keljo Maru	Jap.	Osaka Shosen Kaisha	On 22nd inst.
MANILA	Keljo Maru	Jap.	Osaka Shosen Kaisha	On 27th inst.
MANILA	Longgang	Brit.	Butterfield & Swire	On 19th inst. at 3 p.m.
SAIGON, HANOI & SINGAPORE	Namhu	Brit.	Jardine, Matheson & Co., Ltd.	On 19th inst.
JAVA	Uman Maru	Jap.	Osaka Shosen Kaisha	On 2nd Feb.
JAVA	Hiojun Maru	Brit.	Dodwell & Co., Ltd.	About 22nd inst.
JAVA	Haiyang	Dut.	Java-China-Japan-Lyn	

## CP&amp;OS

## SAILINGS

**HONGKONG to VANCOUVER**

Via Shanghai, Nagasaki, Moji, Kobe & Yokohama

Vessel	From	Due
EMPEROR OF JAPAN	Jan. 25	Feb. 16
EMPEROR OF RUSSIA	Feb. 10	Feb. 28
EMPEROR OF JAPAN	Mar. 22	Apr. 12
EMPEROR OF ASIA	Mar. 25	Apr. 18
EMPEROR OF RUSSIA	Apr. 7	May 1
EMPEROR OF JAPAN	Apr. 23	May 16
EMPEROR OF ASIA	May 17	June 7
EMPEROR OF RUSSIA	May 25	June 13
EMPEROR OF JAPAN	June 14	July 6
EMPEROR OF RUSSIA	June 23	July 11
EMPEROR OF JAPAN	July 7	July 28

I am pleased to announce that the above schedule of sailings is subject to change without notice. The exact date of the Atlantic crossing will be determined by the weather and the condition of the vessels. The exact date of the Pacific crossing will be determined by the weather and the condition of the vessels. The exact date of the Atlantic crossing will be determined by the weather and the condition of the vessels. The exact date of the Pacific crossing will be determined by the weather and the condition of the vessels.

For further information please apply to

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**CANADIAN PACIFIC OCEAN SERVICES.**

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Cargo carried on through Bills of Lading from HONGKONG to BEIRUT, DELAGDA BAY, DUBBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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"ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM &amp; ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Be not to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs &amp; Co., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

For	Steamer	To Sail
SWATOW and HANGKOW	"LUOHOW"	On 19th Jan. 9 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 19th Jan. 3 P.M.
WANGSWAN, CHEFOO & DAIKOW	"KWANGSE"	On 20th Jan. 11 A.M.
SHANGHAI & FUKOW	"SUIKANG"	On 20th Jan. 11 A.M.
SHANGHAI & WUHU	"KINKIANG"	On 20th Jan. Noon.
SHANGHAI & TIENTSIN	"KINKIANG"	On 21st Jan. Noon.
SHANGHAI & TIENTSIN	"KINKIANG"	On 22nd Jan. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent service accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all ports and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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Agents.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

Arrivals	Departures
"HAIHONG" ... 10 A.M. ...	"HAIHONG" ... 10 A.M. ...
"HAIHONG" ... 10 A.M. ...	"HAIHONG" ... 10 A.M. ...

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"AGAMEMNON"	... via Suez ...	22nd Jan.
"KENTUCKY"	... via Suez ...	1st Mar.

\* calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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AFRICAN AND EASTERN &  
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NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"FLASSY"	7,346	13rd Jan.	Marcellus, London & Antwerp
"DELTA"	8,000	15th Feb.	Marcellus, London & Antwerp
"DUNERA"	5,400	10th Feb.	Singapore, Colombo & Bombay
"KASHORE" (Cargo)	5,300	27th Feb.	do
"KASHORE"	9,000	4th Mar.	Marcellus, London & Antwerp
"ALPORA"	8,300	5th Mar.	Singapore, Colombo & Bombay
"DILWARA"	5,400	8th Mar.	do
"KARNATA"	9,000	18th Mar.	Marcellus, London & Antwerp
"KARNATA"	9,000	25th Mar.	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 4th Feb. Calcutta via S'pore &amp; B'good.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN" 4,000 22nd Jan. Noon Sendakan, Thursday Island,

"KANOWNA" 7,000 16th Feb. Cairns, Townsville, Brisbane,

"ST. ALBANS" 4,800 9th Mar. Sydney &amp; Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tons	From Hongkong	Destination
"TAKADA"	7,000	17th Jan.	Shanghai & Japan
"LAHORE"	5,300	25th Jan.	Shanghai & Japan
"DUNERA"	5,400	25th Jan.	Shanghai Only
"JAPAN"	6,000	26th Jan.	Shanghai & Japan
"KANOWNA"	7,000	31st Jan.	Japan direct

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. \* Calls at Ho Ho and Omits Sendakan. 1st Class Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge. Business and Sailing dates are liable to be cancelled or altered without notice. Freight Measurement not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments, expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAY'S and THURSDAY'S. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
Agents.

23, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Thursday, 10th Feb.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DUBBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Tuesday, 8th Mar.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Thursday, 20th Jan.

"SAIGON MARU" ... Sunday, 24th Jan.

\* Taking Passengers

SAIGON, HANGKOW &amp; SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Wednesday, 2nd Feb.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen, weekly fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" Call Manila ... Monday, 24th Jan.

NEW YORK—Regular monthly service via Japan, Port, San Francisco, Panama and Colon Ports.

"AMUR MARU" ... Tuesday, 13th Jan.

NEW ORLEANS LINE.

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALJO MARU" ... Sunday, 23rd Jan.

TAKAO via SWATOW &amp; AMOY.

"KALJO MARU" ... Thursday, 27th Jan.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,  
No. 1, Queen's Building.

Tel. Nos. 744 &amp; 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Ly. Hongkong for Australia

"CHANGSHA" 15th Feb. Raffles Hotel to Alibon

16th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried.

Refrigerated Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and Passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

T. K. K.  
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PASSAGE OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"SHINYO MARU" ...	23,000	... Feb. 7th.
"FUKUKA MARU" ...	23,000	... Feb. 24th.
"KOKKA MARU" ...	23,000	... March 7th.
"SHIRAKA MARU" ...	23,000	... March 19th.

\* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALLA, CHILE, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"REIYO MARU" ...	18,700	... Feb. 1st.
"ANYO MARU" ...	18,700	... March 15th.
"REIYO MARU" ...	14,000	... May 15th.

\* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building.

Tel. Nos. 3274 &amp; 3275.

Agents at Canton:  
Messrs. T. E. GRIFFITH, LTD.

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
HANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" 10,000	On or about 20th Jan.
	"CORDILLERE" 10,000	On or about 27th Feb.
	"CHILLI" 10,000	On or about 14th Mar.

MARSEILLES via SINGAPORE, SINGAPORE, COLOMBO, DUBROVNIK, SUZ, PORT SAID ...

"ANDRE LEBON" 22,000 On or about 19th Jan.

"PAUL LECAT" 22,000 On or about 31st Jan.

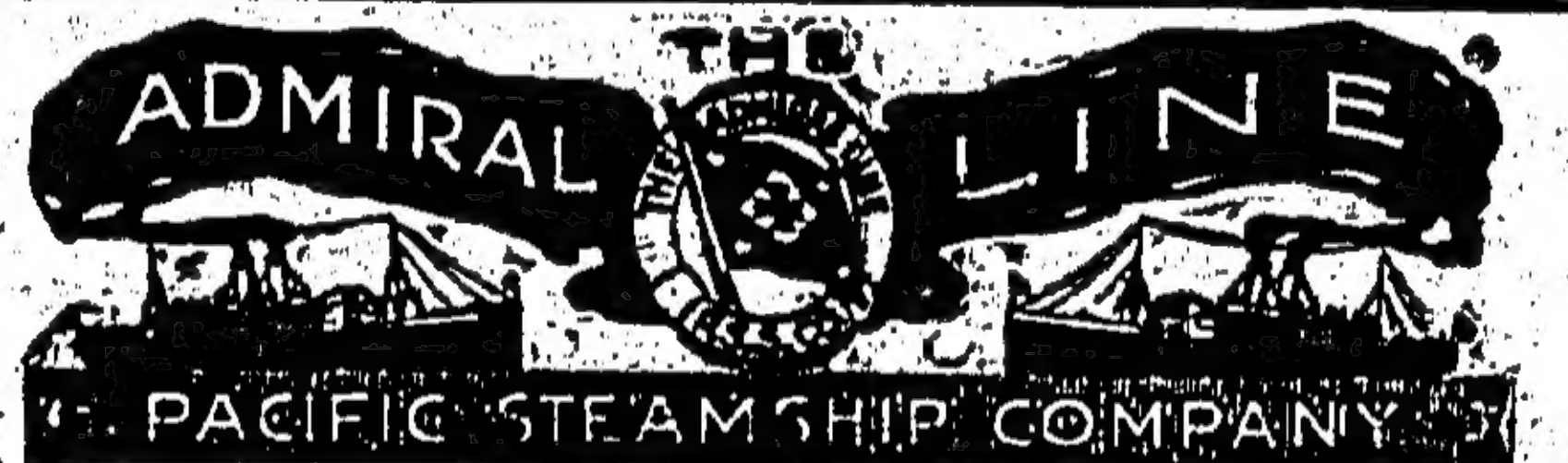
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Lines:

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER  
(Calling at Shanghai, Dairen and Japan Ports)

"EDMORE"	... About Jan. 30th.
"ELDRIDGE"	... About Feb. 20th.
"WHEATLAND MONTANA"	... About March 10th.
"CITY OF SEORAK"	... About March 31st.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"ABERROS" (For Manila)	... About Jan. 31st.
"ABERROS" (For Portland)	... About Feb. 10th.
"PAULET"	... About Mar. 7th.
"COAXET"	... About April 4th.

Through Bills of Lading issued to Owners' Consignees.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

Fifth Floor, Hotel Majestic, 71.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WAUKEGAN" ... about Jan. 20th, 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE.

Telephone 2477 &amp; 2478

AGENTS

5th Floor

Hotel Majestic

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## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS VIA MANILA &amp; SANDARAN.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents,  
112, Connaught Road Central.

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## POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DATE
LONDON (Parcels only 8th Dec.)	Yentor	18th inst.
STRAITS AND CALCUTTA	Tokoro Maru	18th inst.
ATLANTA AND MANILA	Kunano Maru	18th inst.
SEANGHAI	Ahi Maru	18th inst.
SAIGON	Armand Behic	18th inst.
SEANGHAI	Andre Lebon	18th inst.
JAPAN	Eastern	18th inst.
STRAITS	Tamda Maru	18th inst.
JAPAN AND SEANGHAI	Cap. Finislaru	18th inst.
STRAITS AND CALCUTTA	Shidzuoka Maru	18th inst.
	Bombay Maru	18th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Philippine Islands, Australia and New Zealand, via Thursday Island	Nitko Maru	Tuesday, 18th. Registration 8.45 A.M. Letters 9.30 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden and Egypt	Nippon	Tuesday, 18th, 9.00 A.M.
Shanghai, and North China	Anur Maru	Tuesday, 18th, 11.00 A.M.
Straits, Bangkok, Egypt and EUROPE via SUEZ	Hector	Tuesday, 18th, 2.00 P.M.
Swatow and North China	Hydrangea	Tuesday, 18th, 2.30 P.M.
Swatow, Saanghai and N. China	Kanen	Tuesday, 18th, 5.00 P.M.
Swatow and Bangkok	Luchow	Wednesday, 19th, 8.00 A.M.
Holbow and Hainan	Lokang	Wednesday, 19th, 9.00 A.M.
Saigon, Mauritius, L. Marquis, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden, Egypt, and EUROPE via SUEZ	Andre Lebon	Wednesday, 19th, Registration 12.45 P.M. Letters 1.30 P.M.
Philippine Islands	Taining	Wednesday, 19th, 2.00 P.M.
Wailaw, Chetoo and Dairen	Kanang	Wednesday, 19th, 4.00 P.M.
Swatow, Saanghai and N. China	Tungshing	Wednesday, 19th, 5.00 P.M.
Shanghai and N. China	Guyang	Wednesday, 19th, 5.00 P.M.
Shanghai, N. China, and Japan	Armand Behic	Thursday, 20th, 11.00 A.M.
Shanghai and North China	Shidzuoka	Thursday, 20th, 11.00 A.M.
Saanghai	Hingang	Thursday, 20th, 11.00 A.M.

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

"OANEA"	23RD JAN. Amsterdam, London & Hamburg.
"IXION"	6TH FEB. Amsterdam, London & Antwerp.
"MENTOR"	22ND FEB. London, Amsterdam & Hamburg.
"TEIRESIAS"	1ST MAR. Amsterdam, London & Antwerp.
"HELENUS"	8TH MAR. London, Amsterdam & Hamburg.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

"HECTOR"	18TH JAN. Genoa & Liverpool.
"BELLEROPHON"	24TH JAN. Genoa, Marseilles & Liverpool.
"ANCHISES"	5TH FEB. Liverpool & Glasgow.
"KNIGHT TEMPLAR"	8TH FEB. Genoa, Havre & Liverpool.

## PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA)

"TEUOER"	5TH FEB.
"PROTEILAUD"	17TH FEB. } Victoria, Seattle, Tacoma & Vancouver.
"TALTYBIUS"	10TH MAR. }

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

"AGAMEMNON"	25TH JAN. via Suez.
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## HOMEWARD PASSENGER SERVICE

"ANCHISES"	5TH FEB. (12 Noon) for Liverpool.
"MENTOR"	22ND FEB. for London.
"TEIRESIAS"	1ST MAR. for London.
"SPENTOR"	15TH MAR. for London.
"IDOMENEUS"	12TH APR. for Liverpool.
"ANCHISES"	21ST JULY for Liverpool.
"MENTOR"	5TH JULY for London.
"TEIRESIAS"	19TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

RUTTERFIELD & SWIRE, AGENTS

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston, and/or New York by fast freight steamers

(via Suez or Panama)

For NEW YORK

"GAELIC PRINCE" ... 25th January (via Panama).

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone 3165.

St. George's Building,

## COMMERCIAL

## OPENING QUOTATIONS.

ON	January 17th
LONDON—	
Telegraphic Transfer	2/11 1/2
Bank Bills, on demand	2/11 1/2
Bank Bills, at 30 days sight	2/11 1/2
Bank Bills, at 4 months sight	2/11 1/2
Credit, at 4 months sight	2/11 1/2
Documentary Bills, 4 months sight	2/11 1/2
ON PARIS—	
Bank Bills, on demand	80 1/2
Credit, 4 months sight	80 1/2
ON NEW YORK—	
Bank Bills, on demand	50 1/2
Credit, at 60 days sight	51 1/2
ON BOMBAY—	
Telegraphic Transfer	—
Bank Bills, on demand	204 1/2
ON CALCUTTA—	
Telegraphic Transfer	—
Bank Bills, on demand	204 1/2
ON RANGOON—	
Bank Bills, at sight	—
Private, 30 days sight	115
ON YOKOHAMA—	
On demand—Pescos	135
ON SINGAPORE—	
On demand—Pescos	135
ON BATAVIA—	
On demand—Pescos	164
ON HONGKONG—	
On demand—Pescos	nom.
ON SHANGHAI—	
On demand—Pescos	71
GOVERNMENT, Bank's Buying Rate	\$3.50
Gold Leaf 100 fine per tael	\$14.00
Bar Silver per oz.	40 1/2

Hongkong—50 cents piece	— 0.00
Hongkong—10	— 0.00
Canton—20	— 17.45
Canton—10	— 0.00

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$80,000,000.00

Paid-up Capital ... 12,779,800.00

Reserve Fund ... 4,116,772.00

HEAD OFFICE: PEKING

HONGKONG BRANCH:—20-31, Canton Road Central.

Branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

New York Bankers:—Living Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

TSUYEE PEI, Manager.

Hongkong, November 28th, 1920.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1823.

HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000

Reserve Fund ... £3,000,000

Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT, Manager.

Hongkong, January 1st, 1921.

## BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000

SUBSCRIBED CAPITAL ... F. 150,000,000

PAID UP ... F. 75,000,000

RESERVE FUNDS ... F. 80,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC

Capital of the Bank ... F. 50,000,000

Chairman of the Board: Andre Berthelot

General Manager: A. J. Perrot

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Lyon, Hongkong, Yunnanfu, Hankow, Hanoi, Vladivostok, Peking, Singapore, Fushow, Shanghai, Canton, Swatow, Tientsin, Saigon, Yokohama, Haiphong, Moukden, New York, London, Antwerp, Bordeaux, Tientsin, Phnom-Penh, Dunkerque, Batavia.

BANKERS: In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: OIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTAGNIER, Manager.

Hongkong, October 14th, 1920.

## BANKS

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN BANK).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 50,000,000

Capital (Paid-up) ... 45,000,000

Reserve Funds ... 9,680,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karento, Keelung, Makung, Nanto, Pinn, Shichiku, Taichu, Tainan, Takow, Tamsui, Toiyen, Aka.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tungtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH, 3, Des Voeux Road Central, Hongkong, September 1st, 1920.

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## THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

82, GOMEX'S BUILDING, HONGKONG.

Chairman of Board of Directors: MR. WONG SHU HAN.

Chief Manager: MR. L. S. HOLM.

Asst. Manager: MR. K. T. WONG.

Hongkong Manager: MR. I. P. ASH.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLM, Chief Manager.

Hongkong, October 2nd, 1920.

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## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C.3.

Authorized Capital ... £3,000,000

Subscribed Capital ... £1,800,000

Paid-up Capital ... £1,050,000

Reserve Fund ... £1,050,000

Branches:

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Bangkok, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Kanchoi, Penang, Kote Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, June 30th, 1920.

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## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:

No. 2, Queen's Road Central, HONGKONG.

Established 1919.

PAID-UP CAPITAL ... £2,000,000.00

RESERVE FUND ... 800,000.00

DIRECTORS:

Mr. Pao Yee Tze, Chairman.

Mr. Chow Shon Son, Mr. Kan Ying Fo, Mr. Li Koon Chun, Mr. Mok Ching King, Mr. Fung Ping Shan, Mr. Wong Yim Tung, Mr. P. K. Kwok, Mr. Chan Ching Shuk, Mr. Ng Chang Lok.

Chief Manager: Mr. Kan Tung Fo.

Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, NEW YORK, SHANGHAI, SAN FRANCISCO, KOBE, YOKOHAMA, NAGASAKI, SINGAPORE, PENANG, HONGKONG, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers: The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 2 per cent. per annum on Savings Accounts four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per annum.


For 6 months at the rate of 4 1/2 per annum.

For 12 months at the rate of 5 1/2 per annum.

KAN TUNG FO, Chief Manager.

Hongkong, October 1st, 1920.

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**Asahi Beer**

SPECIALLY BREWED FOR EXPORT

**DAI NIPPON BREWERY COMPANY, LIMITED,**

TOKYO, JAPAN

SOLE AGENTS:

**MITSUI BUSSAN KAISHA, LTD.,**

HONGKONG.

## WATERHOUSE LINE.

## TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

## SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama,

"WEST IVAN" ... 10th Feb, 1921

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to—

FRANK WATKINS & COMPANY,

1st Floor, Hotel Mandarin Telephone 3307.

## ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital \$4,000,000 Surplus \$1,100,000

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES: SHANGHAI, HANKOW, SINGAPORE, TIENTSIN, CANTON, PEKING, MANILA, CHANGSHA.

All descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us.

Payable Throughout the World.

VERNE CLAIR, Acting Manager.

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## BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Fr. 72,000,000.00